Table ED01 – Q10: Project Access Roads Metrics

Road Type	Description	Use During Construction	Length (miles)	Area
Unpaved SDG&E Access Road	Existing SDG&E owned and maintained graded dirt access roads that will be used for Project construction and operation. These roads typically provide access between public roadways and SDG&E facilities (e.g., structures or substations). These roads are regularly maintained, but may need minor smoothing, grading, or clearing, as-needed, during construction or operation.	Access to Project features such as powerline structures and substation.	2.52	3.66 [1]
Paved SDG&E Legal Access	Existing paved roads and other features that provide SDG&E legal access to its facilities. Like SDG&E's unpaved access roads, these roads typically provide access between public roadways and SDG&E facilities.	Access to Project features such as powerline structures and substations.	1.48	N/A [2]
Public Roads	Publically maintained paved roads and freeways that would be used to support project vehicles to and from the Project area.	Access to and from the Project area.	N/A	N/A
Foot Paths	New, temporary foot path that requires minor trimming of vegetation. Foot paths are not graded, grubbed, or otherwise subject to intensive impacts.	Provides temporary foot access from an existing SDG&E unpaved access road or paved legal access directly to a Project feature (typically powerline structures). Footpaths are used when the required work is limited (i.e. pole top work instead of pole remove or replacement) and there are sensitive resources present at the structure site.	0.07	0.10

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Road Type	Description	Use During Construction	Length (miles)	Area
Overland Travel	New, temporary vehicle access that typical involves driving over vegetation and not grubbing and grading. Foot paths are not graded, grubbed, or otherwise subject to intensive impacts.	Provides temporary vehicle access from an existing SDG&E unpaved access road or paved legal access directly to a Project feature (typically powerline structures or temporary staging areas or stringing sites). Overland travel is typically used when an existing access road and the Project does not require a new permanent access road is not needed ere are sensitive resources present at the structure site.	0.12	0.17
Widened Existing Substation Access Road	Existing, mostly paved main access road to the existing 69/12kV Artesian Substation that is required to be widened for construction and operation of the Project.	Road will be widened from approximately 20 feet to 30 feet wide to allow for construction and maintenance access for the Project.	0.08	0.23
New Substation Perimeter Roads	New, permanent unpaved roads along the perimeter (west and south) of the proposed expanded Artesian Substation.	New substation perimeter roads will not serve a function during construction. The function of these new roads is to allow for access to the perimeter of the substation during operation and maintenance.	0.20	0.37

Notes:

[1] Access road data is maintained as line features, and accurate polygon data does not exist. Therefore, the area was calculated using an average road width of 12 feet and the length of the feature in the GIS database (refer to Attachment ED01_Q2(b) – Project Work Area GIS).

[2] Data is maintained as line data and accurate polygon data does not exist. These roads and other paved features can vary drastically is size and shape, so area was not calculated.

[3] Note that existing limits of the existing Artesian Substation access road are not available, so the acreage listed accounts for the area of the proposed expanded road area.

[4] Area includes only substation perimeter roads (see also update GIS data in Attachment ED01_Q2(b)).